

Hudson-Bergen LRT (MOS-1)

Northern New Jersey

(November 2002)

Description

The New Jersey Transit Corporation (NJ TRANSIT) has built a 9.3-mile, 16-station, parking, maintenance and storage facilities as part of initial Minimum Operating Segment (MOS-1) of a 20.1-mile light rail transit (LRT) line. The project also includes procurement of 29 light rail vehicles. MOS-1 connects the Hoboken Terminal to 34th Street in Bayonne and Westside Avenue in Jersey City and is expected to carry 27,000 riders per day by 2010. The LRT line runs principally along the Hudson River waterfront in Hudson and Bergen Counties.

The Hudson-Bergen full rail system is an approximately 20.1-mile long, 30-station, at-grade LRT line from the Vince Lombardi Park-and-Ride lot in Bergen County to Bayonne. The system will pass through Port Imperial in Weehawken, Hoboken and Jersey City. The outer ends will provide 8,800 park-and-ride spaces. The core of the system will serve the high-density commercial and residential centers in Jersey City and Hoboken and connect to ferries, PATH and NJ TRANSIT commuter rail lines. The proposed 20.1-mile system is expected to cost over \$2 billion and carry 94,500 riders per day.

The total project cost of MOS-1 under the amended Full Funding Grant Agreement (FFGA) was \$992.14 million. The Section 5309 New Starts funding share for the project is \$604.09 million.

Status

In February 1993, NJ TRANSIT initially selected as its Locally preferred alternative, a 26-station at-grade LRT line from the Vince Lombardi Park-and-Ride lot through Hoboken and Jersey City to Route 440 in Southwest Jersey City. A Final Environmental Impact Statement for the full project was completed in the summer of 1996. In October 1996, the Federal Transit Administration (FTA) issued a Record of Decision for the full project. In that same month, FTA signed an FFGA to support the construction of the 9.3-mile MOS-1 with a revenue operations date scheduled for September 2002. An Environmental Assessment was completed on the impacts resulting from an alignment change and submitted to the FTA in August 1998. FTA issued a Finding of No Significant Impact on the proposed alignment shift in June 1999.

NJ TRANSIT is using a Design/Build/Operate/Maintain (DBOM) delivery method to implement the project. A DBOM contract was signed in October 1996, and construction started in December 1996. Revenue operations for the segment to Exchange Place (Phase A) began in April 2000. In November 2000, NJ TRANSIT began limited revenue service. In April 2001, full revenue service began from one mile north of the Exchange Place Station to the three additional stations at Harborside Financial Center, Harsimus Cove and Pavonia-Newport. Full service to the Hoboken Terminal began in September 2002.

Through FY 2002, Congress has appropriated \$584.89 million in Section 5309 New Starts funds for the project.

Reported in Year of Expenditure Dollars		
<u>Source of Funds</u>	<u>Total Funding (million)</u>	<u>Appropriations to Date</u>
Federal:		
Section 5309 New Starts FFGA Commitment	\$604.09	\$584.89 million appropriated through FY 2002
Section 5307 Urbanized Area Formula Funds	\$281.65	
Local:	\$135.14	
TOTAL	\$992.14	

NOTE: Total may not add due to rounding.

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